

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. IX.

RIO DE JANEIRO, JUNE 24TH, 1882

NUMBER 18

OFFICIAL DIRECTORY

AMERICAN LEGATION.—7, Rua Nova das Laranjeiras.
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RAILWAYS.

DOM PEDRO II.—Through Express: Upward, leaves Rio at 5 a. m., arriving at Barra (junction) at 7:45 a. m., Entre Rio (central line) 10:15 a. m., Barbacena 3:45 p. m., Porto Novo (branch from Entre Rio) 12 p. m., Cachoeira (S. Paulo branch) 11:45 a. m., São Paulo (per S. P. & Rio R.R.) 6 p. m. Downward, leaves São Paulo 6 a. m., Barbacena 8:30 a. m., Porto Novo 12:15 p. m., arriving at Barra 4:11 and Rio 7:12 p. m. Connects with Valenciana line at Desengano; Rio das Flores line at Commercio; União Mineira line at Seraria; Oeste de Minas (S. João d'El-Rey) line at São João Leopoldina line at Povo Novo; Rerenda 5 Acres line at Surubay; and S. Paulo and Rio de Janeiro line at Cachoeira.
Limited Express: Upward, leaves Rio at 6 a. m., arriving at Barra 10:16 a. m., Rio Novo (central line) 7:07, Cachoeira (S. Paulo branch) 5:28 p. m. Downward, leaves Cachoeira 6:48 a. m., Rio Novo 5:50 a. m., arriving at Barra 1:43 and 1:57 p. m., Rio 5:45 p. m. Stops at all stations. Connects with Santa Cruz branch at Sapopemba, and Macacos branch at Belfim.
Mixed Trains: Leave Rio at 9:10 a. m., 3:10 and 4:10 p. m.; arrive, from Belfim 7:15 a. m., from Barra 8:45 a. m., from Entre Rio (leaving 6:07 a. m.) at 3:28 p. m.
Suburban Trains.—Passenger trains leave at 6:00, 6:30, 7:40, 8:40 and 10:20 a. m., and 1:00, 2:15, 3:30, 4:30, 5:50, 7:30, 8:30 and 10:00 p. m. All stopping at Cascadura except the 10:00 p. m. train, which runs to Sapopemba. Returning, the trains leave Sapopemba at 3:35 and Cascadura at 3:50, 6:10, 7:40, 8:45, 10, and 11:35 a. m., and 2:10, 3:30, 4:30, 5:30, 7, 8:30 and 9:40 p. m.
CANTAGALLO R.R.—Leaves Niterohy (Santa Anna) 7:30 a. m., arriving at Nova Friburgo 1:05. Cordeiro (1 hour per tramway from Cantagallo) 4:25 and Macaco 5:45 p. m. Return train leaves Macaco 6:30, Cordeiro 7:50 and Nova Friburgo 11:10 a. m., arriving at Niterohy 4:35 p. m.
PETROPOLIS STEAMERS AND R.R.—Steamers leave Trapiça Boat at 1 p. m. week days and 11 a. m. Sundays and holidays, passengers arriving at Petropolis at 5:30 p. m. week days, and 3 p. m. Sundays. Returning, diligence leaves Petropolis at 6 a. m., the boat arriving at Rio at 9:30 a. m.

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May 1st, 1882.

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An Appeal

IN BEHALF OF THE
Garfield Memorial Hospital

A number of the most illustrious citizens of the United States have united in an effort to do marked and enduring honor to the memory of the great Statesman, Legislator and Executive Officer, the late President Garfield.
They have decided that the most fitting monument to commemorate the honor of all good men at his assassination and their admiration of his patriotism, benevolence and virtue would be a great hospital, free to all needing its aid, without regard to class, caste, creed or color.
Such an institution bearing the honored name of "Garfield" appeals to the generosity of every one, and to every one the appeal is made.
The undersigned has been authorized by the Honorable Secretary of State of the United States to solicit, receive, and remit the contributions of all who wish to show their sympathy for this enterprise and he will be glad to receive contributions for said purpose at his office No. 30 Rua de Visconde de Ihauma.
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For Family Use, in marking clothing, house and table linen, etc., with indelible ink, they are invaluable.
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An elastic, changeable type that can be set up and used with out delay and as often as occasion requires.
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Noiseless, and Print Perfectly.

For business purposes they are invaluable. They can be used in any manner in which the ordinary Rubber Stamps are now used, except in the very large sizes.
This new type is put up in a variety of styles and sizes to suit purchasers.
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RUBBER PRINTING AND DATING STAMPS,
No. 79, Rua Sete de Setembro.
Rio de Janeiro.

THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th., and Royal Mail packet of the 24th. of the month.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, and a other information necessary to a correct judgment on Brazilian trade.

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All subscriptions should run with the calendar year. Back numbers supplied at this office from April 1st. 1879.

Subscriptions and advertisements received at the EDITORIAL ROOMS:—79, Rua Sete de Setembro. CITY TELEPHONE ADDRESS:—No. 115.

Agent for the United States and Canada:

THE INTERNATIONAL NEWSPAPER AGENCY,
New Haven, Conn.

RIO DE JANEIRO, JUNE 24TH, 1882.

We give in another column some important statistics upon the number of farms existing in different states of the United States, and in general upon the size of the greater number of them. Though not as complete as could be desired, these statistics are highly valuable in proving the great utility of small estates worked by their own proprietors. It is unquestionably true that one great factor in the agricultural development of the United States is small farming, the division and cultivation of land in small estates and by the proprietors themselves. In no other kind of landed proprietorship could the same results have been obtained. In view of these facts, what other proofs are needed to induce the Brazilian parliament to adopt some such policy as will secure these same results for Brazil? The *grande lavoura* here is doing nothing to help itself, and still less to help the government. Immense tracts of fertile land—in fact the great part of all the fertile lands in the settled parts of the country—are held in large estates, and are for a great part uncultivated. All these properties depend wholly upon servile labor, which is rapidly dying out. If now some steps were taken to break up these estates, and to place them at the disposal of small planters, the results could not be otherwise than highly beneficial. The present proprietors would lose nothing except importance, because a great part of their estates lies unutilized; but the small proprietors would gain immeasurably because lands now unattainable would be placed within their reach, and they would have the stimulus of proprietorship and personal responsibility to urge them on in the work of improvement and production. The question is certainly one of the highest importance, and these valuable statistics of the American census should not be overlooked in deciding what policy to pursue.

With reference to the continuance of the American steamship line under contract with this government, we are informed by the company's representatives in this city that satisfactory assurances have been received that every effort is being made toward the construction of the new steamers for the service, and that the company is striving to meet its engagements at the earliest moment possible. These assurances, it is of importance to say, are of such a character that the agents here have not hesitated to solicit signatures among merchants engaged in the American trade to a memorial petitioning the minister to grant a further extension of time for the construction of new steamers. It is stated that the repeated delays in

construction have occurred through labor difficulties, but that the steamers will certainly be completed at an early date. In view of these assurances the merchants interested in this trade are signing the memorial, which will be presented to the minister at an early day for consideration. In common with the great number of people interested in the continuance of this line, we have felt both disappointed and dissatisfied with the many delays which have occurred, and even yet we can not understand why better precautions were not taken to insure the early completion of these steamers. From statements which we have heard, it would seem that changes in the organization of the company first occasioned delay, then the uncertainties connected with the payment of back subsidies by the government together with their continuance, and then the mistaken calculations of Messrs John Roach & Son, who were to construct the new steamers, in relying upon the use of other new steamers, of equal tonnage and accommodations, for such a time as would enable them to construct the steamers for this service more at their leisure. The miscarriage of these plans and the difficulties occasioned by strikes have caused these various delays, and have placed the enterprise in the unsatisfactory position which it now occupies. These causes which we have here given, it should be understood, are largely hypothetical because they are based mainly upon reports, but we have reasons for believing that they are in the main correct. In view of these circumstances and of the importance of continuing this regular service between Rio de Janeiro and New York, the merchants here are readily signing the memorial for an extension of time. We are little inclined to make excuses for this or any other enterprise where there has been a failure to meet contracted engagements, but in this case there are abundant reasons for believing that the company is using every effort to fulfill its contract, and that it will very shortly be in a position to carry on a regular and efficient service. The present state of steamship communication with the United States is so highly unsatisfactory, that no merchant interested in that trade will desire to lose any enterprise which promises an improvement.

We see by the *Diário do Brazil* of the 20th instant that the time for receiving the 20\$ and 100\$ notes of the "4" estampa" expires on the "31st inst." Aside from the odd calendar employed by our colleague, we beg to ask for more information about these notes. Some time since it was generally advertised that the 20\$ notes of the "6" estampa" and the 100\$ and 500\$ notes of the "4" estampa" would be redeemed up to the 30th instant. Subsequently, however, it was announced that the time for receiving the 20\$ "6" estampa" and 100\$ "4" estampa" notes would be extended to the 31st December. But now comes the *Diário* with the statement that the time for receiving the 20\$ and 100\$ notes of the "4" estampa" will expire with the present month! Now, how is it? and which is it? Are the 20\$ notes called in of the "6" or the "4" estampa", or both? And are the 100\$ notes of the "4" estampa" to be redeemed up to the 30th instant, or up to the 31st December? In short, we want to know just what notes are called in, and just when the time for their redemption expires. A little more uncertainty of the character which has been experienced for the last month, and no one will know anything at all about the business, and will be compelled to receive a treasury note as he would a lottery ticket. Even now there is something of the lottery in the handling of these notes. Some months since, a well-known merchant of this city received a sum of money from

an inland customer. In paying an account some days after, a 200\$ note which he had received from this customer was returned to him as valueless on the ground that it was an old called-in note whose value had been entirely absorbed by the monthly discounts imposed by the government. As the merchant had no recollection of this circumstance he called at the Caixa da Amortização to verify the statement. After listening to his story, an employee of the department asked to look at the note, and upon receiving it withdrew to another part of the room. In a few moments he returned and tossed the note to the merchant with the words "sem valor" stamped all over it. Aside from the grossly ill-mannered way in which the thing was done, the brazen dishonesty of the act was a revelation, even to this merchant who had resided here for many years. In one moment, and by the hand of a coarse-mannered public employee, 200\$ of a respectable merchant's property was swept out of existence in one moment—and that to by the open repudiation by the government of one of its promises to pay. If the government is determined to carry on this policy of repudiation, the least it can do is to keep the public fully informed on the subject and to eliminate the present risks of handling treasury notes. As to the notes now called in, it is highly essential that a full and unequivocal statement be published without delay, and that its publication be continued long enough to solve all the contradictory statements now afloat.

That mysterious additional export tax of 10 per cent. on coffee which was disowned by the last provincial assembly of São Paulo on the ground that it was not adopted in the previous session and was therefore included in the provincial budget without legislative authorization, has again come to the front to the great embarrassment of that province. The budget went into effect before the meeting of the last provincial legislature, and a considerable amount was collected under this additional tax. So general was the denunciations of it throughout the whole province, however, that when the last legislature was convened a bill was at once introduced and passed abolishing the tax. More than this, the legislature indignantly disowned the tax, and asserted that no such clause had ever been adopted. Very naturally, this denunciation of the tax as illegal and unauthorized gave the coffee exporters a claim upon the provincial treasury for restitution of the moneys paid under such a law, and they have acted accordingly. On the 10th instant six claims of this character, amounting to a total of 26,117\$339, were presented to the president of the province, and were referred to the treasury for information. Had the members of the legislature honestly admitted the legality of the law, as they should have done, and then abolished it in obedience to the demands of their constituents, then all such claims would have been inadmissible. But in pursuing the course adopted, and in trying to shift the responsibility of their act, they simply left the way open for just claims of restitution, and we are glad to see that the claims have been promptly presented. It was clear at the time that the provincial assembly was trying a little legislative sharp practice. There was a general movement in favor of a reduction in the provincial export tax on coffee, and it was evident that the government must make some concessions on this point. The need of revenue, however, was equally imperative; and as it is easier to impose taxes than to effect economies, the legislature did not feel like taking off anything from so lucrative a product as coffee. To meet the popular demand, and at the same time to save the revenue derived

from coffee, the legislature adopted the expedient of cutting down the export tax from 4½ to 4 per cent., and then to insert a modest-looking little clause imposing an additional tax. We showed at the time that this was equivalent to a restoration of the tax under another name and form, but the trick received no popular attention until planters and exporters began to feel the tax. The legislators then indignantly disowned the trick and abolished the tax. In either case, whether it was a trick, or an unauthorized insertion of the clause, the planters and exporters should not be compelled to suffer any loss from it whatever. If the tax was not levied by the legislature, then the treasury has no legal right to the money and it should be returned to its rightful owners. In strict justice, it should be returned without a moment's delay and with interest, for the government which seeks to insure the administration of justice among its people should be the first to render full justice when it itself is the oppressor.

The success which is attending the use of the electric light in various countries leads once more to the pertinent inquiry: When is Brazil to open her doors to this beneficent invention? We recognize the desirability of placing the introduction of all discoveries and inventions upon some common base and of adopting some general law regulating the privileges to which they are entitled. But at the same time we can not understand the policy of discontinuing a practice followed for years just at the time when this most important invention asks admission. Desirable as a new law certainly is, there is little or no probability of its adoption for a long time, and in the meantime it is proposed to deny privileges to this invention and to deny its use to the people unless the inventor chooses to forfeit his rights of exclusive property in it. If we assume that the restriction is right, then it is most unfortunate both for the inventor and for the people that it is enforced just at this time and in connection with this improvement. Already one city has decided upon the employment of electricity for illuminating purposes, and is seeking to realize that purpose at the earliest day possible. But what is it to do? The government refuses to grant a privilege until some new law is passed, possibly years in the future and certainly with conditions which will practically be prohibitory to all inventions of this character; and the inventor can not sell until such privilege is granted without forfeiting all rights to it, as was the case with the Jab-lockhoff light. If the legislature persists in its intention to grant no privileges to the electric light systems, then there are only three alternatives: the surrender of all rights to a privilege by the inventor, the grant of a right of sale in this case without the penalty of such forfeiture, or the defeat of a legitimate contract made by the city of Campos for the acquirement of this recognized public improvement. The first alternative is practically out of the question unless the inventor or his representatives are deceived as to the consequences of such a sale. The second is both possible and practicable, but it serves to make the injustice of withholding the privilege all the more apparent. And the third would be so grossly unjust that it ought not to be possible for one moment. The experiment of lighting various districts in London and New York, and of lighting various other small cities, has proved the utility of electricity for purposes of public illumination. The extract which we give in another column, coupled with the many similar cases in factories and workshops in the United States, demonstrate the high value of the Edison

light for interior illumination. The invention is now outside the realm of experiment; it is a proved success, a recognized improvement of incalculable value in the daily life of the world. And yet, the people of Brazil are asked to wait until their legislators can frame a new law before they can take advantage of it! No government nor interest has any right to stand in the way of progress, nor to deny to a people the benefits growing out of any discovery or invention, whatever it may be. That, however, is just the position occupied by the presentational legislature of this country.

THE HARBOR OF RIO GRANDE DO SUL.

RAILWAYS VERSUS WATER TRANSPORT.

The increasing difficulties attending the entrance to the port of Rio Grande do Sul are giving rise to very important discussions as to the possibility of meeting the commercial requirements of the district by substituting railway communication between the interior of the province and some port to the north of the present harbor. Two projects have been presented by the advocates of railways:—one is a line from the neighborhood of Torres, at present an open road-head at the extreme northern point of the province, the line to be carried to the capital of Porto Alegre; the second scheme is for a railway from some point on the main land at or near the present harbor of Santa Catharina.

Before discussing the proposed schemes, it may be as well to point out the precise nature of the objects sought to be obtained. The present port of Rio Grande do Sul is the only channel of communication between the whole of the south and south-eastern portion of the province and the Atlantic ocean. Through this channel the whole of the export and import trade of the district is carried on, and upon its improvement and maintenance must depend the possible existence of the towns of Rio Grande, Pelotas, and others in the interior of the country, and most certainly upon it must depend the continued industrial progress of this important part of the empire. Within the last fifty years a new and profitable industry has been established in and around the now wealthy and flourishing town of Pelotas, namely the slaughtering of cattle and the preparation of the products in the shape of *carque*, or jerked beef, dried and salted hides, tallow and grease, bones (whole or calcined), horns, hoofs and other minor matters. Besides these the progress of agriculture due to increased immigration and colonization has furnished other articles of export, among which may be mentioned farinha, beans, maize, onions, potatoes, lud, and some small quantities of tobacco and sugar. These latter exports are sent chiefly from the interior of the country to the north of Porto Alegre, being conveyed to the latter port in small sailing vessels or steamers plying on the great system of rivers which flows into the inland harbor of Porto Alegre, from whence this produce is either shipped to the northern ports of the empire, or by foreign vessels to Europe and the United States. The mere mention of the various articles of export shows that they are of the class specially adapted for transport by water, and in order to become profitable articles of commerce the cost of such transport must be as low as possible to enable them to compete with similar articles derived from other sources.

Now it is obvious that in discussing any question relative to a substitution of railway transit for water transport, the first and all-important element to be considered is the cost of such conveyance. The advocates of railways in substitution for water transport from the present port of Rio Grande base

their arguments entirely on the dogmatic assertion that any improvement of the harbor is practically impossible, and they therefore do not hesitate to claim for their schemes the position of being the only possible solution of the present difficulty. They admit their project would be costly, but they contend its costliness is not any drawback because the certainty of its success removes all objections to it on the ground of cost.

Taking the Santa Catharina scheme as the one most popular at present, it is well to ask at the outset what evidence there is to show that its construction, even if practicable at a reasonable outlay, would furnish any adequate substitute for the present water traffic even from Porto Alegre, to say nothing of the more southern ports of Pelotas and Rio Grande. No railway, however cheaply made or worked, can convey agricultural produce between Porto Alegre and the proposed northern ports except at a charge for carriage that would so increase the prime cost of the articles as to practically render them unsaleable in any ordinary market. But supposing the government, for military or strategical reasons, were disposed to bear a very considerable portion of the working expenses of such a line and thus enable a company to carry passengers and produce at low rates of freight, still such a line could never successfully compete with water traffic. That such is the result where railways have attempted to supersede river or lake transport has been proven and over again in the history of railways in India. The great trunk lines of that country, although carrying third class passengers and native produce at ridiculously low prices, have never been able to compete with the native boat traffic on the rivers Ganges, Jumna, Indus or Brahmaputra. The latter river competes successfully with the Eastern Bengal railway in bringing jute and other native produce into Calcutta at a cost of nearly 40% per ton less than the railway, although the latter is perhaps one of the most economically worked foreign lines in the world.

If such formidable objections can be substantiated against even a line from Porto Alegre to the north, how infinitely stronger such objections become when applied to the case of the more southern centres of commerce, as Pelotas, Bagé or Rio Grande. To the latter such a railway would be absolutely useless, because the circuitous route by which it must of necessity be reached, and the constant handling of the produce in being transferred from one mode of conveyance to another would so deteriorate it as to partially, if not entirely, destroy its value. Besides, the cost of transport would be so enormous as to completely shut up the trade, for it would be absolutely impossible for the *carque* of Pelotas, or the province of Rio Grande, to compete with those of the River Plate or its tributaries, seeing that the former would have to bear the enormous extra cost in their produce which such a system of transport would involve.

But the important question may be raised whether an imperfect system of remote railway transport is the only possible solution of the existing difficulties at the harbor of Rio Grande. The advocates of these railway projects base all their assumptions on the opinions expressed by Sir John Hawkshaw in his report of 1875. Now, without detracting from the acknowledged talent of the above eminent engineer, it is quite possible that those who quote his report in advocating their own projects have attached too great an importance to hastily-formed opinions. Sir John Hawkshaw is well known as the special advocate of a certain system of harbor construction of a very costly character: namely, *concrete masonry*. He never has

been engaged upon any but works of great magnitude, involving the expenditure of vast sums of money. In his visit to Rio Grande he only made a very cursory examination of the port, occupying only a few weeks, and his instructions from the government gave a bias to the report he then made. On some points he was obviously very imperfectly informed, especially on that of the total submergence of vessels wrecked on or near the bar. That such submergence is only partial is very evident, as wrecks which were visible many months ago remain in the same position now. But admitting Sir John Hawkshaw to be perfectly correct in the view he took that to attempt to construct breakwaters of concrete blocks on such a site would prove costly, and to some extent uncertain as to the result, still the expression of such an opinion is no proof that structures composed of other materials might not be made available although they might not present the same features of durability as those he recommended. Therefore the opponents of all improvements to the bar of Rio Grande are not justified in denouncing all schemes as impracticable because Sir John Hawkshaw could not guarantee the success of the one he specially advised. Within the last twenty years, harbors in other parts of the world, some of them presenting all the essential difficulties of Rio Grande, have been improved, and such improvements have been effected by adopting forms of breakwaters which it is confidently believed could be used with facility at the latter port.

To any impartial mind it must seem incredible that a port like Rio Grande, which is the sole outlet for the commerce of a rich and important province, is to be abandoned as incapable of improvement on the dictum of any engineer, however high his attainments may be, and that no effort is to be made to save from partial, if not entire ruin the hard-earned property of an industrious and progressive community, simply because an opinion has been expressed that personal suggestions and special plans may not after all be so successful as their author might wish them to be. Such assumptions are not in accordance with the facts of scientific engineering, as proved by almost daily occurrences. Works doggedly opposed by some of the highest authorities in the old school of hydraulic engineering, have been persisted in and carried out by men of comparatively no reputation, and have resulted in incalculable benefits to the localities where they have been adopted, as harbor works in various parts of the world abundantly verify.

It seems absurd to suppose that there are ports (and Rio Grande do Sul one of them) where no engineering skill can possibly be made available for their improvement, and that therefore such a port should be abandoned in favor of schemes which, if even they are successful as engineering works, can never by any possibility become efficient remedies for the difficulties which now exist. A port at or near Santa Catharina and a railway to Porto Alegre are at this moment simply ideas without any definite form. No reliable study or survey has yet been made, nor even a route fixed upon. Therefore any discussion of the engineering details of such a scheme would be premature and without value, for it may possibly be found that there are obstacles to the perfect realization of the scheme quite as formidable as those which its promoters so pertinaciously attach to any attempts to improve the harbor of Rio Grande. But whatever may be the possibilities or impossibilities of such projects from an engineering point of view, their comparative worthlessness as commercial substitutes for water transport in the district referred to must be apparent to every impartial observer. The objections raised in these remarks by no means ex-

haust the number that may be presented. The absolute ruin of the railway now being constructed between the port of Rio Grande and the town of Bagé must be the inevitable result of the closing of the port to vessels of even ordinary draught. The costly new custom house at Rio Grande would prove an useless incumbrance. In a word, if the promoters of these railway projects can succeed in frustrating all attempts to improve the harbor of Rio Grande, they will certainly succeed in destroying one of the most progressive provinces of the empire.

HENRY GORE, C. E.

Rio de Janeiro, June 19th, 1882.

THE long-pending case of the Catta Branca slaves at the S. João d'El-Rei Mining Co., of Morro Velho, Minas Geraes, was finally decided on appeal in the Tribunal da Relação of this city on the 22nd inst. The slaves of the old Catta Branca company which were declared free by a judicial decision in the province of Minas, with a recognition of their right to collect wages during the time of illegal enslavement, brought action against the company for such wages, due since 1860. The case was decided against the company, but was carried up on appeal. The Relação now approves the decision of the lower court and grants judgment against the company for such wages, together with such extra wages as the slaves may recover by legal action for extraordinary time. The court reaffirms the right of these slaves, 165 in number, to their freedom by virtue of the contract between the Catta Branca and Morro Velho companies, and not by the letters of freedom subsequently granted by the company. The slaves are therefore granted full liberty, they having been held under a judicial guardian during the progress of these suits. This decision can not fail to give great satisfaction to those who have recognized this flagrant injustice toward these exceptionally unfortunate blacks. Legally free in 1860 by the terms of a contract between their owners, the National Brazilian Association, and the Morro Velho company, they were still retained in slavery up to 1880. Their wages during this period of twenty years, we are informed, will amount to about seventy thousand pounds sterling—a goodly sum to pay for the sharp management of two unprincipled men. And now that this one case has been finally settled, we beg to inform the Brazilian authorities that there are yet other cases worthy of their attention—and cases in which the honor of Englishmen are as deeply concerned. There are yet a large number of slaves in the province of Minas Geraes belonging to the extinct "National Brazilian Land and Mining Association," commonly known as the "Cocac company," which are illegally held because the English law forbids slaveholding to British subjects. These slaves, however, are hired out, and their wages are regularly received and administered by the British Court of Chancery. It is altogether likely that a brief note to the British government on this matter will secure the liberation of these unfortunate captives.

A PSEUDO "DEAD LION"

Our contemporary with his accustomed felicity of expression has to-day appealed for "mercy." For slanderers, and defamers, and masquerading "lions," there is no such thing as "mercy." Oblivion would be gladly granted to the *Times*, even for the sake of sparing the English language and the moral sense of this community from further abuse, but the slander must be buried with the slanderer.

PROVINCIAL NOTES

—The May receipts of the Bahia custom house amounted to 734,438\$566.

—The receipts and expenditures of the city of Santos for the fiscal year are estimated at 155,165\$.

—The fines imposed upon the Pará gas company amounted to 1,025\$500 during the month of April.

—The May receipts of the Maceio custom house, province of Alagoas, amounted to 131,484\$933.

—The Amazonas provincial assembly has adopted a bill granting a subsidy of 8,000\$ to the Brazilian packet line in case its route is extended to Manaus.

—The Bahia provincial budget commission estimates the receipts of that province for the coming year at 3,311,972\$, and the expenditures at 3,397,421\$682.

—The provincial assembly of Amazonas has adopted a resolution protesting against the views set forth by Comandante Mamel Pimenta Bueno in his pamphlet on the rubber industry.

—The provincial assembly of Amazonas has authorized the president of that province to make a contract with some dramatic company for a play, Manaus, and to pay an annual subsidy of 10,000\$ to the same.

—The May receipts of sugar and cotton at Pernambuco were as follows:

| | 1882 | 1881 |
|-------------|---------------|---------------|
| Sugar..... | 12,394 bags | 11,536 bags |
| Cotton..... | 115,783 sacks | 66,997 sacks. |

—The *Diário da Gram Turi* says that the minister of war owes about 100,000\$ in the province of Pará for supplies furnished to the garrisons, etc. To every appeal for payment the reply invariably comes, "the appropriation is exhausted," and the debts remain unpaid.

—A severe storm of wind and hail visited the municipality of Itapetinga, São Paulo, on the 20th ultimo. The damages are reported to have been very great through the destruction to the plantation crops by the hail. Some houses were blown down.

—The report of the Amazon Navigation Co. shows that the total revenue of the past year, 1881, was 1,846,658\$905, against 1,391,767\$839 during the preceding year. The company now has a fleet of 25 steamers, with an aggregate tonnage of 11,091.

—The *Gazeta* of Piracicaba, São Paulo, says that Dr. Octaviano Pereira Mendes is negotiating for the establishment of a paper mill at Salto, near Itu, for manufacturing printing paper. Should the negotiations result successfully, this will be the first establishment of the kind in Brazil. At last reports the capital was nearly all subscribed.

—The penal colony of Fernando de Noronha has a population of 1,683 criminals, of which 683 are condemned for life. The colony also contains 36 female prisoners. Of the total number 1,647 are sentenced for murder, 24 for counterfeiting, 43 for robbery, 185 for theft, 298 for diverse crimes, and 82 of unrecorded or unknown crimes.

—Among the various items of business despatched by the president of São Paulo on the 10th inst. were petitions from six mercantile houses of Santos asking for the restitution of export duties on coffee illegally collected from them, under the 10 per cent. additional tax. The aggregate amount asked for is 26,117\$339. The petitions were referred to the provincial treasury for information.

—The *Município* of Casa Branca, São Paulo, of the 11th inst., relates that a young man named Gabriel Candido Ribeiro was assassinated at São João da Boa Vista, near Campinas, some 15 days before. He was on his way to the village of Pinhal, and was shot through the head from an ambush. His body was hidden in a woods where it remained undiscovered for several days.

—The contract between the municipal council of Campos and Messrs. Aires, Carvalho & Oliveira for the electric lighting of that city, specifies that the contractors shall receive the sum of 20,000\$ per annum for the public illumination of the streets and squares, and that a reduction of 5 per cent. shall be made in lighting all public establishments, hospitals, etc. The contract requires the inauguration of the service within a period of five months from the date of its celebration, the 9th inst.

—An individual arrived at Pindamonhangaba from Barra do Piraí about the middle of last month, says the *Tribuna do Norte*, and fell ill with small pox. The municipal authorities at once took measures to isolate the case by conveying the sick man to an old, long abandoned *fazenda* and by shutting off all communication with its vicinity. A physician took charge of the case, but the man died on the 2nd inst. At the burial of the corpse the men employed were drunk and failed to observe the requisite precautions, and now the people of the town are in a state of alarm over a threatened general outbreak of the disease.

—The comet has been seen in São Paulo with the naked eye.

—The May receipts of the Rio Grande custom house amounted to 154,389\$149, and of the *mesa de retintos* 24,321\$478.

—The *Imprensa Uniana*, Yti, São Paulo, of the 18th inst., says that the Barros cotton factory at Salto is now partially in operation.

—The expenses of the city of Porto Alegre, Rio Grande do Sul, for the ensuing year, are estimated at 152,971\$843, and of the city of Rio Grande 92,764\$959.

—The Paulista journals are protesting against the purpose of the Chamber of Deputies to admit the defeated candidate from the 4th district, ex-Minister Paula Souza.

—The *Diário da Gram Turi* says that the province of Amazonas has a balance of 818,911\$221 in its treasury, of which 711,329\$826 is in cash. In such case, why not reduce taxation just a little?

—The purchase of Rio Grande is the fortunate possessor of a place called "Padre Eternio." The name, however, was no protection to poor John Weiss, a German schoolmaster, who was murdered there in the 18th ult.

—The province of Rio Grande do Sul has a total public indebtedness of 3,767,809\$601, of which 3,595,740\$561 is consolidated and 149,455\$140 floating. The debt has been increased by 460,205\$801 during the past year.

—The São Paulo provincial government has celebrated a contract with Engineer Roykiewicz for the construction of a bridge over the Rio Parão, between S. Simão and Batatas, at a place called Maletas, for the sum of 15,000\$.

—The contractors for the new iron fence for the São Paulo public garden have secured an extension of 30 days for the completion of the same because the Ypanema iron foundry, where the fencing is making, has not been able to furnish it on time.

—In the name of the province of Rio Grande do Sul the *Gazeta de Porto Alegre* protests against the rumours published in the *corchet de Notícias* and *Gazeta da Tarde*, of Rio de Janeiro, whose plots were based upon the robbery of jewels at S. Christóvão.

—The *Raio* of Amazonas of Manaus notes the arrival there of a large quantity of rubber from the province of Mato Grosso. The rubber was gathered and prepared for market on the Rio Beni, one of the tributaries of the Rio Tapajós, and was shipped down these rivers in canoes.

—On the 11th inst. the superintendent of the Morro Velho gold mines commenced all the remaining shares of S. João d'El-Rey company, numbering 28 in all. This final act of the company in this question of shareholding by an English enterprise will be a source of much gratification to its friends.

—The May receipts of the Pernambuco customs and revenue departments, as compared with the two preceding years, were as follows:

| | 1882 | 1881 | 1880 |
|-------------------|--------------|--------------|--------------|
| Custom house..... | 879,357\$221 | 837,501\$469 | 804,073\$858 |
| Recebedoria..... | 59,373 021 | 55,290 237 | 50,864 117 |
| Consulados..... | 170,259 640 | 163,769 735 | 161,450 474 |

—The republican club of São Paulo has elected the name of Affonso Celso Junior from its list of members, and formulates the principle that there is no difference between republicanism in practice and republicanism in theory. We fear our Paulista friends are just a little too hard on the young man. They can not expect wheat in the mill to make good flour.

—The *Mercantil* of Porto Alegre says that in 1856 the province of Rio Grande was divided into six *comarcas*, with seven judges, seven public prosecutors, and ten or twelve municipal justices, all of which required a public expenditure of only about 26,000\$. Now, the province possesses a superior court with seven *desembargadores*, thirty-three *comarcas* with thirty-five judges and thirty-three public prosecutors, and forty judicial districts, with as many municipal justices, and their sub-delegates, all of which requires an annual expenditure of 253,400\$.

—The province of Rio Grande do Sul encourages small farming by authorizing every municipality to impose an export tax of

| | |
|----------------------------------|----------------|
| 320 reis per 15 kilos of butter; | |
| 120 " " " | lard; |
| 80 " " " | wheat; |
| 100 " " " | peas; |
| 100 " " " | leaf tobacco; |
| 80 " " " | twist tobacco; |
| 100 " " " | bullock rice; |
| 120 " " " | São liars; |
| 60 " " " | corn and peas; |
| 40 " " " | potatoes; etc. |

Under such a system of taxation, which reaches every thing taxable and permits the imposition of three separate taxes—municipal, provincial and general—upon many of them, it is probable that small industries will have a surprising growth!

—The May receipts of the Unguayana custom house amounted to 53,872\$039.

—The expenditures of the Rio Grande provincial government for the ensuing year are estimated at 2,725,726\$579, and the receipts the same.

—Up to the 10th inst. the provincial treasury of Guyana had expended 200,994\$548 and collected 178,258\$362 for the present year, leaving a deficit of 30,335\$744.

—The May revenue returns from Paraná show that the ensioss amounted to 25,679\$208, the *meza de rendas* 22,169\$717, and the *Paraguaya colheita* 5,317\$296.

—The Indians in Guyana are still causing a great deal of trouble. Frequent attacks are made on the frontier settlements, and sometimes with wounds and loss of life to the settlers.

—The provincial assembly of Rio Grande has authorized ten full lotteries for the ensuing year, whose net results are to be divided among thirty churches and charitable institutions.

—The May exports of maté from the province of Paraná amounted to 1,281,868 kilos, against 1,099,723 during the same month of last year. The total quantity was shipped for Buenos Aires, Montevideo and Valparaiso.

A Santos jury discharged Sr. João da Silveira Oliveira Pinto on the 19th inst. from a charge of assaulting an alderman, Sr. Teixeira, during a session of the municipal council. A procession of over 300 officers accompanied the accused to his residence after the verdict had been rendered. That's the last time of men that we have chronicled from Santos in a long time. We have nothing to say about Alderman Teixeira or any other individual alderman, but the genus alderman needs frequent and rigorous chastigation in order to keep him under discipline so that quiet people can live in his vicinity.

—The *Jornal do Recife* of the 7th inst. notes the departure of the galeon *Ypiranga* for the Rocas islands the day before, and says that she carries orders to the engineer charged with the construction of the Rocas lighthouse to discontinue the erection of the iron structure brought from Europe, and to build a wooden structure in its place. The engineer has been engaged for over a year on this work, and the total expenditure amounts to over 100,000\$, all of which is thrown away. The change of plan is occasioned by a discovery in the lighthouse beam that iron is not suitable for the locality, owing to the destructive effects of the Rocas salt air. It is stated that the iron structure will be taken down, re-shipped, and erected at Cape S. Agostinho.

RAILROAD NOTES

—The May receipts of the Carangola railway amounted to 33,492\$700.

—It is thought that the Petropolis railway will be ready for use sometime next November or December.

—The first locomotive of the S. Carlos do Pinhal railway was mounted and ready for use on the 13th instant.

—The government is being criticised in parliament for its action in the concession of the Espírito Santo railway.

—The *Correio Paulistano* of the 17th inst. says that the Paulista company has ordered Westinghouse air brakes for all its passenger cars.

—The March receipts of the "Bahia ao S. Francisco" railway amounted to 49,955\$749 and the expenditures to 47,546\$009, leaving a deficit of 6,509\$730.

—The April receipts of the "Recife ao S. Francisco" railway amounted to 104,023\$261 and the expenditures to 46,763\$303, leaving a surplus of 53,157\$957.

—The government has granted a concession to José Rodrigues Leite Ihabuira for a tramway from a point in Engenho Novo to the railway shops station of the Dom Pedro II line. The concession is for 30 years.

—The April surplus receipts of the Ytuana railway of São Paulo amounted to 10,496\$029, and of its branch line to 11,145\$570, making totals for the four months of the current year of 31,432\$770 and 41,988\$920 respectively.

—The Paulista railway company of São Paulo has presented plans for approval to the president of that province for a branch of their line from the Loureira station to Batata. The length of the projected line is 18.4 kilometers.

—The April receipts of the Paulista railway, of São Paulo, amounted to 259,013\$610, and the expenditures to 6,772\$754, leaving a surplus of 199,140\$866. This increases the surplus to 6,093\$795 since the 1st of January.

—The Parajetaj railway directors have asked the provincial government of Minas Geraes for permission to reduce their freights on alimentary products, in conformity with the reductions made on the D. Pedro II and Leopoldina lines.

—The receipts of the Ytuana railway, São Paulo, during the first three months of this year amounted to 74,745\$379 and the expenditures to 54,019\$620. A branch of the same road produced 68,741\$490 and expended 37,857\$140 during the same period.

—The February receipts of the São Paulo railway amounted to 212,355\$529, and the expenditures to 109,077\$199, leaving a surplus of 103,348\$330. The line was obstructed during the latter part of the month by landslides in the mountains above Batata.

—An accident occurred at the top of the third incline on the São Paulo railway on the 20th inst., caused by the locomotive jumping the track. The shock frightened many of the passengers, who jumped from the windows of the cars. The accident caused no serious damage.

—The reported recall of Dr. Honório Iraldo from Europe to assume direction of the Dom Pedro II railway fortunately turns out untrue. Dr. Iraldo's leave of absence has been extended three months, and the present efficient director of the line, Dr. Herclando V. Penna, remains undisturbed in its management.

—The pirate railway of the Baía de Nova Friburgo is now open from Catagilto to Batatal on the Rio Parahyba, the last section between the stations of Laurogêiras and Batatal being opened a few days since. At Batatal or Polaris the line will connect with the Santa Antonio de Paulista road, when the latter is extended, thus affording an all-rail line to S. Fidélis and an inland route to Campos.

—The *Correio Paulistano* of the 20th inst. is informed that the president of São Paulo is about to carry into execution the law authorizing a contract for the extension of the Sorocaba railway from Buaçatara to Itapetinga by way of Tatuhy. The law authorizes the president to guarantee 6 per cent. on a maximum capital of 500,000\$ for a period of ten years. It is said that a call will be issued for proposals.

—The municipal council of Nazareth, Pernambuco, has made a contract with the Great Western of Brazil Railway Company, limited, for the construction of a branch from that city to a place called Casavara on the boundary line of the *esmora* of Tumbalá. The council promises to grant all the taxes authorized by the public laws of 1828 and to use its good offices in securing favors from the general and municipal governments. The contract was signed May 28th. To combine this line to Tumbalá, the municipal council of that place also celebrated a contract with the same company on the 2nd or 3rd inst. under the same conditions. Through this movement the people of Tumbalá will secure the continuation of the Limoeiro road into their own municipality.

RIVER PLATE ITEMS.

—An edition of counterfeit two hundred peso bills is in circulation.

—A prominent authority on grain says, we shall export not less than 50,000 tons of maize this year. The price paid at the elevators is \$35 currency.

—If Brazil provokes a war with us, who give her no grounds, there will be no native and foreign population, but all will be Argentines for that fight.

—One steamship line will ship not less than 30,000 tons of maize this season, and more than double this amount will go forward as the result of the year's crop.

—When Uruguay unites, it will be the family of the Argentine Republic and not Brazil, and we advise the latter to gradually become accustomed to that thought.

—The following data show what the receipts of some of the custom houses were in the month of May ult.: Rosario, \$2,331,939.38; Concepción \$1,621,975.17; Gualeguay, \$1,481,078.50; San Nicolás, \$118,747.

—The production of peanuts in the republic is increasing on a large scale. Various vessels representing 1,400 tons have been chartered lately for Europe; to this we can add the steamers that take continually 400 to 600 bags.

—On the occasion of the arrival of the first Spanish mail steamer, the *Fraser*, its agents in this city have determined to give a grand lunch on board to the minister of Spain and a select number of leading Spanish merchants.

—From Mr. G. Pontzenkold's circular dated Rosario, June the 1st, we take the following exports since the 31st of April:—10,497 dry ox and cow hides, 2,253 h. wool, 138 h. skins, 73 h. hair, 160 lbs. sundries, 599 lbs. bone, 723 bags maize, 394 bags copper, 284 bags silver, 1,236 pack alloys, 1,809 bales hay, 6,000 lbs. bark, 395 bags tin, 37 boxes fruits, 8 h. goat skins, 7 cases wax, 2 b. nerves.

—The President will soon send a message to Congress, recommending a subsidy to a direct line of steamers from the United States to the River Plate, the sum recommended is said to be \$15,000,000 per annum.

—On Monday at 5:30 p.m. the *Pilgrimage* and *Talita* anchored opposite San Fernando, on their return from the upper Paraná, where they went on a scientific expedition, and Commander Perez and Messrs. Davidson, Bigg and Parfitt sailed yesterday and will shortly put out a lengthy report of their interesting expedition to the government.

—Some time since the *Herold* published a sharp criticism upon the injustices suffered by many people from delay in trial and from delays in obtaining trials. To this an Argentine paper replies by ridiculing the criticism and calling it a "Yankee hypothesis." In response the *Herold* indulges in a little argument *ad hominem*, as follows:

We take it for granted our colleague is honest in its doubt of the severity of the law here. We should have been so, had we not known the truth of what we have charged. Dr. Pizarro, when minister of justice, could not credit what we said until he visited the prisons and examined certain records and met, face to face, a prisoner who had lain for years languishing without trial.

If the *Constitution* will go out to the Penitentiary, and look up the records of one Ross, it will learn that he was after two years acquitted, was forgotten, and kept there two years and some months after acquittal.

Does our colleague remember another case we noted a few months ago in which after 5 years' imprisonment it was found that the accused was beyond all question innocent.

Nieves Dubato de Das is the name of an unfortunate woman who is lying in one of the cells at the Police, and who is to be removed to the hospital, because, possibly, she is awaiting the action of the courts in a pending case.

United States Consul Baker found a young man in prison who had been two months forgotten, without trial and without a shadow of proof or probability of guilt, and for whom his distracted parents had been advertising in vain.

Rev. Dean Dillon found a number of prisoners out at Mercedes who had been long in prison without trial, and some did not know with what they were charged.

If our "hypocritical" colleague will inquire at the British Legation in this city, it will find a large supply of "Hyperbole Idiomatica," as Her Majesty's minister has been quietly investigating cases of imprisonment of British subjects without trial.

There are scores of persons in Argentine prisons who have been there years without sentence of law.

It has taken eight months' hard work with a good lawyer to help to get at the first witness, who has been ready to testify all the time, in a case so trivial and simple that the Judge said it should never have reached him at all; meantime, the accused has been all these months in prison and he is there now.

The captain of the port, not the present one, ordered several men in prison—because the predecessors of these men had robbed a lighter—without hearing, trial or warrant, and they remained in prisons for weeks, and when the fact was made public the official said it was all a mistake and the men were let out.

United States Minister Osborne is pressing a claim against the Argentine government, because an American family were put into prison, and, after a while, turned out, without warrant or trial.

If the *Constitution* will call on Minister Plaza, it may learn that the foreign office has some important bills to settle for various over-indulgences in false imprisonments.

We have not time to multiply instances with which we could fill columns the truth of which we know and which show a degree of carelessness, laxity and cruelty almost incredible, and altogether disgraceful to any civilized people.

(It would seem to be a pretty clear case after all! The *Herold* has our compliments for his vigorous style of argument.—Ed. News.)

THE ELECTRIC LIGHT.

In view of the hesitation of the government in granting patent privileges to two of the best electric light systems known, the following report of the practical employment and advantages of one of them will be specially interesting. While the rest of the world is moving ahead in these matters, Brazil is absolutely shutting her doors against the inventions and depriving her people of the benefits growing out of their use. This exclusion is really of much less importance to the inventors than to Brazil, for the profits

which they might derive from a few sales are comparatively small beside the benefits which their use would confer upon the cities and industries of the country. The following statement, which is from the columns of the *Manchester Guardian*, is based upon the actual employment of the electric light in one of the most important industrial establishments in England, and is therefore entitled to the highest credit.

It is getting almost too late in the day to speak of the success of the electric light—that was demonstrated beyond question at the Crystal Palace Exhibition. It remains, however, for the light to be put to the purposes of every day life. An important step in this direction has been taken by Messrs. Mather and Platt, of the Salford Iron-works, where, for the first time in England, the Edison system has been applied to the practical purpose of illuminating the offices and workshops. The electricity is induced from two dynamo-electrical machines, each of 60-horse power, and driven by a small single-cylinder engine of six nominal horse power. The conductors are carried from the dynamos, which are placed on the ground floor, through two workshops containing all kinds of engine tools, fitters' benches, &c., and through a suite of offices and draughtsmen's rooms. At present the workshops have 81 lamps in a circuit, and the offices 53, making a total of 134.

The lamps, which, as already stated, are of the Edison type, consist of a thin filament of carbon hermetically sealed into a glass globe, shaped, for the most part, like a pear, from which the air is afterwards exhausted. As regards the durability of these lamps, they have been tested to 1,000 hours, but taking 500 hours as the minimum, which is the average length of time per annum during which lights are used in mills and workshops, the lamps would thus last one year. The cost of renewal is trifling. The character of the light is that of a white-hot coal, and is entirely free from the unpleasant blue glare of the electric arc as well as the painful fluctuations due to the defective feeding apparatus and the want of homogeneity in the carbon burned. Normally the lamps used at Messrs. Mather and Platt's are of 16-candle power, but the light has many advantages over an ordinary gas jet of that power. It is absolutely steady—a matter of great consequence where work of a delicate nature like that of the draughtsmen has to be done, whilst to the mechanic or the spinner the matter is of hardly less consequence. The lamps are attached to flexible brackets, and the workman can detach them at pleasure, and use them for the purpose of giving light to any part of his work. Each light can be turned off or on by a tap similar to the ordinary gas tap. There is no danger of fire or of accidents to workpeople under the Edison system. Owing to the extremely low resistance to the electric current, the conducting wires may be held in the hand with impunity, and in each lamp-holder is placed a safety wire, which melts at a low temperature, and breaks the current should the lamp from any accidental cause be raised to an abnormal state of incandescence. The most pleasing example of electric lighting is to be seen in Messrs. Mather and Platt's offices, which are illuminated by means of single jets and chandeliers. A soft and steady light, much more pleasant to the eye than that given by gas, is diffused over the rooms, and no small and little or no heat is produced. We believe Messrs. Mather and Platt are so satisfied with the partial application of the Edison light that they intend to adopt the system throughout their extensive works, where upwards of 1,000 lights are required.—*Manchester Guardian*.

LOCAL NOTES.

—The departure of the *Hatley* for New York has been postponed to the 25th.

—The Carris Urubano tramway company has laid a track into the warehouses of the Duas De Pedro II where coffee will now be embarked directly from the freight trains.

—Brazil contains 521 *termos* with municipal justices, and 422 *commarcas* with district judges. In 1881-82 the amount appropriated for the administration of justice *per se* was 2,647,275\$711.

—We have received from the well known teacher Dr. Abilio Cesar Borges, now known under the less familiar name of Barão de Macalubas, a copy in pamphlet of his discourse before the recent international teacher's congress at Buenos Aires.

—Mr. Alfredo Montanha Martins de Pinho and one other have petitioned the minister of agriculture for a privilege for a process for taking the burst out of kerosene. The petition has been referred to the *procurador da corôa, soberania e fidelidade nacional* for an opinion.

—The first Casino hall of the season took place at the Casino assembly rooms on the 20th inst.

—The list of candidates for the municipal council of this city is now nearly filled. There are about twenty candidates for each office.

—The general municipal elections will take place throughout the empire on the 1st proximo. They will be the first under the electoral reform law.

—The most actively prosecuted and best paying profession now in the city is that of house-breaking. It is fully protected, and seems to have the cordial assistance of the police.

—A new American steamer for the Pacific service, the *Queen of the Pacific* is expected to arrive from New York at any moment. She will call here for coal and then leave without delay for the Pacific.

—The government has approved the statutes of the central issue at Pojuna, Bahia, with modifications. The capital is fixed at 500,000\$ in 300 shares of 1,000\$ each, which can be increased to 500,000\$ by a two-thirds vote of the shareholders.

—By an imperial decree of the 17th inst. the government concedes to the department of empire an extraordinary credit of 20,000,000\$ for the payment of expenses connected with the *sear* in the northern provinces from 1876 to 1878.

—By an imperial letter of the 17th inst. William Van Vleck Lidgerwood, of the Lidgerwood Manufacturing Company, was appointed a *commendador* in the Order of the Rose, in consideration of services rendered to the late national industrial exhibition.

—The Polytechnic School is still discussing aerial navigation, and has reiterated its recorded adhesion to Julius Caesar's patent duplex automatic balloon. Probably a new vote was made necessary by the public indifference about those Caesarian alms boxes scattered about the streets.

—A well known thief, José Antonio Lopes, was captured on the 21st inst. red-handed, having broken into a room in Rua Theophilo Ottoni, and stolen various articles of value. When brought to trial he will probably say that it is a *vingança*, and that he knows nothing about the affair, and a sympathetic jury will discharge him.

—By imperial letters of the 17th instant a large number of orders and decorations were distributed among those who took part in the recent national exposition. In the Order of the Rose to persons were made *commendadores*, 19 officials, and 17 cavaliers. Major Girard of the fire brigade at Buenos Aires was made a *commendador*.

—An imperial decree of the 10th inst. elevates the capital for a central usine guarantee to Srs. Carneiro da Cunha and Monteiro Caminhô by a decree of March 14, from 500,000\$ to 700,000\$. It is stipulated that the usine shall have a capacity for crushing 300 metrical tons of sugar cane per day, and a minimum production of 1,800 metrical tons of sugar during a season of 100 days.

—A telegram from Pernambuco on the 21st inst. reports a riot at the Santa Izabel theatre the evening before, which was provoked by the police. On the following day there were demonstrations against the police *delegado*, and demands for his dismissal. The president of the province was undecided, but the *delegado* solved the difficulty by offering his resignation.

—We are indebted to the directory of the Club de Engenharia for an invitation to attend the sessions of the national railway congress to be opened on the 30th inst. The congress will be held in the Typographia Nacional, and promises to be one of the most important industrial assemblies ever convened in Brazil. It originated with the Club itself and has therefore no connection with the government.

—A great disaster occurred at Montevideo on the night of the occasion of the obsequies given by the Garibaldi masonic lodge in homage to the memory of General Garibaldi. An immense crowd of people were present on the occasion. During the ceremonies a lamp was overturned and some one cried "fire!" A panic immediately ensued, resulting in the death of twenty persons and in wounds to about one hundred more.

—An imperial decree of the 17th inst. confirms the legislative grant to the department of empire of supplementary credit of 683,713\$533, to meet deficits in the appropriations for that department for the year 1881-82. The items are 193,645\$161 for Senators' salaries, 65,067\$490 for administration of Senate, 271,548\$387 for Deputies' salaries, 96,745\$262 for administration of Chamber, and 56,707\$233 for the provincial presidencies. It is now beginning to be understood how the receipts and expenditures in the budget of 1881-82 were so mysteriously balanced.

—The leave of absence of Dr. Honorio Bicalho, inspector of public works, has been extended three months.

—Three steamers are now on their way out from New York to this port—the *Mungton*, *India* and *Aleceer*.

—According to the army supply bill for the coming year the effective force of the regular army is fixed at 13,500 men.

—After an absence of over thirty years Dr. R. H. Gunning has returned home per the *Maskeline*, which sailed on the 19th inst.

—To assist the *Anglo-Brazilian Times* at "the supreme moment of victory," and to answer one of the ablest lawyers in Brazil, the opponents of the Botanical Garden company have employed the services of Dr. Alberto de Carvalho.

—O *Norte* is the title of a new weekly newspaper just started at Parahyba do Norte, as the organ of the "Club Literário a Recreativo." The new journal is to be devoted to literature, amusements, commerce and news, and makes a fair start in them all.

—An electric signal for marking the hour of mid-day was inaugurated on the Onividor on the 16th inst. by Messrs. Ferdinand Rodde & Co. The time is announced from the observatory and is indicated by the falling of a time ball and the discharge of a small gun.

—The new French minister at this court, Comte Amelot de Chaillou, previously minister at Buenos Aires, arrived the 13th inst. on the French packet *Congo*. He has been resident a long time at Buenos Aires, and brings away with him the high esteem and good wishes of all.

—The steamship *Ceylon*, on a cruise around the world, is now due at this port and may be expected at any moment. She left Southampton October 27, 1881, and is now homeward bound. She is of 2,110 tons register, and is fitted up specially for these annual around-the-world excursions. She will stop here about four days, and her excursionist passengers should receive a cordial reception.

—It would seem from various *publicações* a *peleto* in the *Jornal do Commercio* that the numerous residents of Copacabana are unwilling to have any other outlet than through an expensive tunnel. The next thing Copacabana will want will be a first-class ocean steamship line, and then a suspension bridge across to Jarujuba. Fishing communities like that of Copacabana are novelties.

—On the 15th inst. Senator Nunes Gonçalves addressed an interpellation to the government for information about a native evangelical church whose pastor has lately gained notoriety through the insane belief that he is divinely inspired and that God has ordered him to send away his wife and to take another. The latter offense, it seems to us, is more suitable to a police court than a council of ministers and the Senate.

—We have received two pamphlet discussions upon the new contract for the supply of gas to this city, the one entitled *Virius Considerações sobre o Novo Contrato de Iluminação a Gás desta Cidade*, and the other *Refutação das Varias Considerações*, etc. This long-pending question has been a fruitful theme of discussion and seems to be no nearer settlement now than at the outset. It is in reality little less than a mere clashing of selfish interests, between which the public is likely to suffer most.

—Our Platine contemporary, the Buenos Aires *Urbano*, astonishes us with the warlike declaration that if Brazil goes to war with the Argentine Republic there will be no natives and foreigners, but "all will be Argentines in that fight." That's bump-stories talk, colleagues; just a little too humptious for a sheet which talks so much about peace! All we have to say in the matter is that if the *Urbano* carries out his warlike intentions literally, there'll be a very badly pined for on our southern frontier one of these days—and it won't belong to this side either!

—The history and present standing of the republican party was the subject of an eloquent speech by Dr. Francisco Rangel Pestana in the São Paulo provincial assembly on the 13th of March last. The speech has since been republished in pamphlet from the press of the *Provincia de São Paulo*, of which journal Dr. Pestana is one of the editors. Those who care to study this question of republicanism in Brazil will find much of interest in this pamphlet of one of the acknowledged leaders of that party in São Paulo.

—The *Globo* of the 14th was filled with shame because the transport *Madeira*, freighted with powder, etc., for Matto Grosso, did not sail as announced on the morning of that day. It was discovered after firing up that her boilers were in such a state as to compel a postponement of the departure. The minister of marine then went on board to see what the matter was, but was unable to find the commander. And this occurred, the *Globo* says, in the presence of the American and British men of war now anchored in port.

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87-26

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| Sirius..... | " 25th |
| Hercules..... | " 30th |

To Europe

| | |
|---------------|----------|
| Gaithie..... | June 8th |
| Macbride..... | " 18th |
| Handel..... | " 20th |
| Dallas..... | " 28th |

To the Southern Ports

| | |
|----------------|----------|
| Caldron..... | June 3rd |
| Cassow..... | " 10th |
| Cerauntes..... | " 17th |
| Canova..... | " 25th |

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| | |
|-------------|-----------|
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